

## Crest/Dehesa/ Harbison Canyon/ Granite Hills



La Cresta Road

La Cresta Boulevard / Lake  
View Lane (preserve boundary)

Harbison Canyon Road

### Overview

The main concern within the Crest/Dehesa/Harbison Canyon/Granite Hills subregion was fire emergency access. The Planning Group had identified a need for secondary ingress/egress routes for fire emergencies due to the steep topography and limited access routes. There are three unpaved roads that were recommended to be removed from the Circulation Element (CE) network and classified as Fire Access Roads. The Planning Group recommended that these connections remain for emergency purposes only and not as through roads for daily use. Overall, the proposed CE road network either reflects the existing classifications or existing conditions. All roads are projected to operate at an acceptable level of service in the Crest/Dehesa/Harbison Canyon/Granite Hills subregion.

### Planning Group Preferences

The Planning Group endorsed the proposed road network with two exceptions. Staff had recommended classifying La Cresta Road (Matrix #2) as a Light Collector with a design speed of 40 mph. However, the posted speed is currently 50 mph so staff is recommending a classification of Community Collector (45 mph design speed) to be more consistent with existing conditions. Although the Planning Group did not officially vote for this classification, the recommended change is similar to the previous recommendation. Also, staff is recommending retaining a four-lane classification on Granite Hills Drive (Matrix #12) due to failing levels of service forecasted in the model runs.

The Planning Group preference for Rios Canyon Road (Matrix #4) is in conflict with the Lakeside Planning Group preference. Both Planning Groups recognize the importance of the road as a secondary ingress/egress route for fire emergencies but have differing views on the road classification. The Lakeside Planning Group recommended retaining the road on the CE network and disagrees with the proposed recommendation of a Fire Access Road. The Lakeside Planning Group also recognizes that the road is within the Crest/Dehesa/Harbison Canyon/Granite Hills subregion and therefore, has no jurisdiction on that segment of the road.

**Key Issues***Environmental*

The existing circulation element contains two roads—Rios Canyon Road and Lake View Lane (private road)—within the Crest Ecological Preserve. Due to the need for secondary ingress/egress routes for fire emergencies, the Planning Group did not want to exclude all access to these roads. Recognizing the environmental impacts that could occur, staff and the Planning Group recommended removing these roads from the CE network and classifying them as fire access roads within the community plan.

*Community Character*

The Planning Group recommended removing unpaved roads from the existing CE network to limit induced growth and possible changes to the existing character. These roads—Rios Canyon Road, Lake View Lane (private road), and Suncrest Boulevard—are in areas the community would like to limit growth and therefore, did not want to see remain on the CE network.

*Fire Access*

The Planning Group recommended that Suncrest Boulevard, Rios Canyon Road, and Lake View Lane (private road) be removed from the CE network and classified as a fire access road in order to retain the roads for emergency purposes. Due to the concerns over fire emergencies in this particular area, staff included an additional fire access road connecting the community of Crest to Dehesa Road.

Concern was expressed over the reduction in right-of-way on Mountain View Road. The Planning Group endorsed staff's recommendation to downgrade Mountain View Road from a four-lane to a two-lane road based on low traffic volumes; the recommendation also reflects the existing conditions (steep topography) and realistic buildout. Mountain View Road could be improved by building it to CE standards.

*Tribal Gaming*

The most significant change in the community is the segment of Dehesa Road to the Sycuan casino. Because of the high traffic projections, staff recommends upgrading the classification from a two-lane to a four-lane road. The Sycuan casino is currently in the process of building a parking structure and is anticipating additional trips to occur within the next few years. The four-lane classification is sufficient to meet the projected traffic volumes.

**Board Alternative Map Network**

A separate CE road network is not recommended for the Crest/Dehesa/Harbison Canyon/Granite Hills subregion.

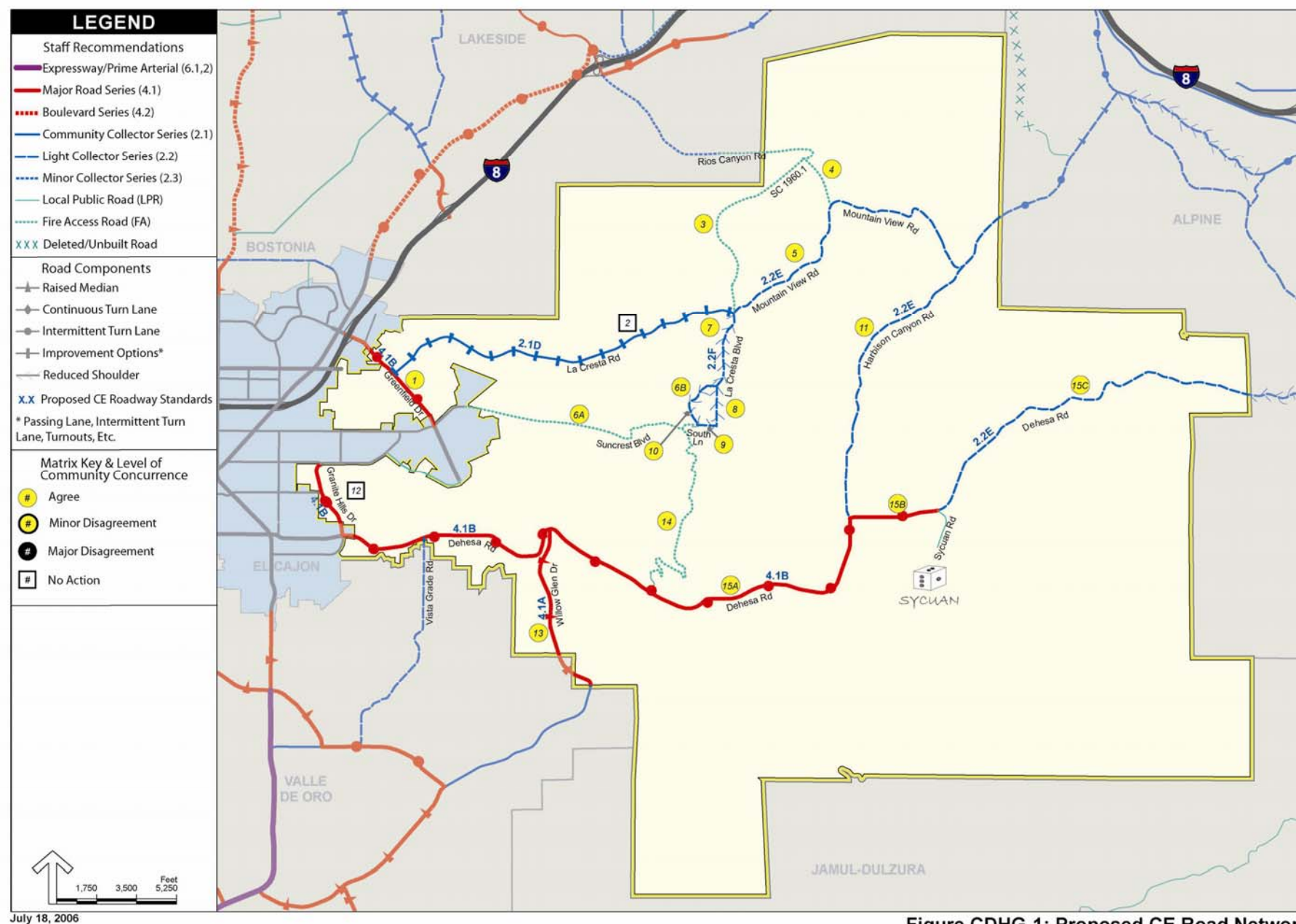


Figure CDHG-1: Proposed CE Road Network

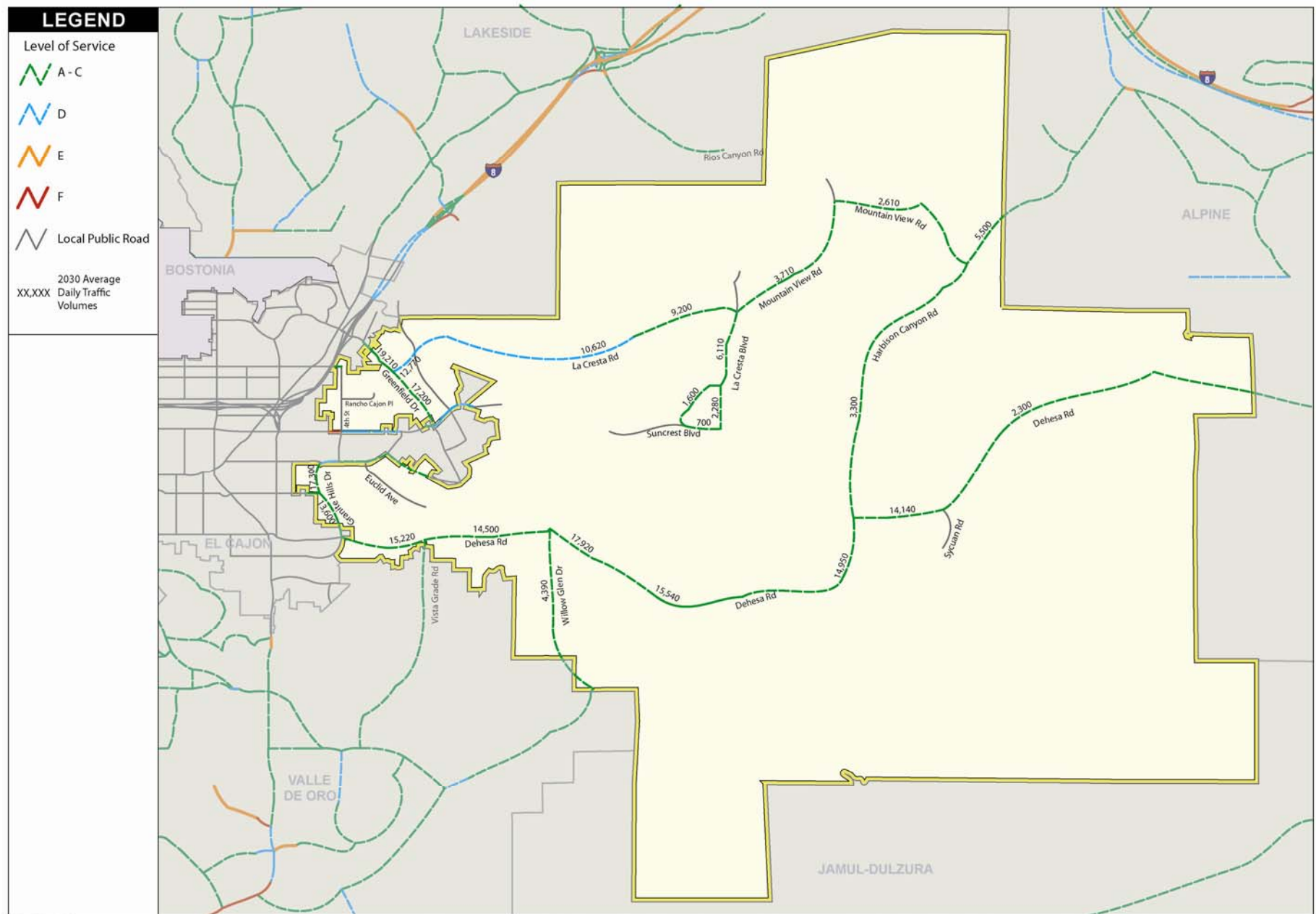


Figure CDHG-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network



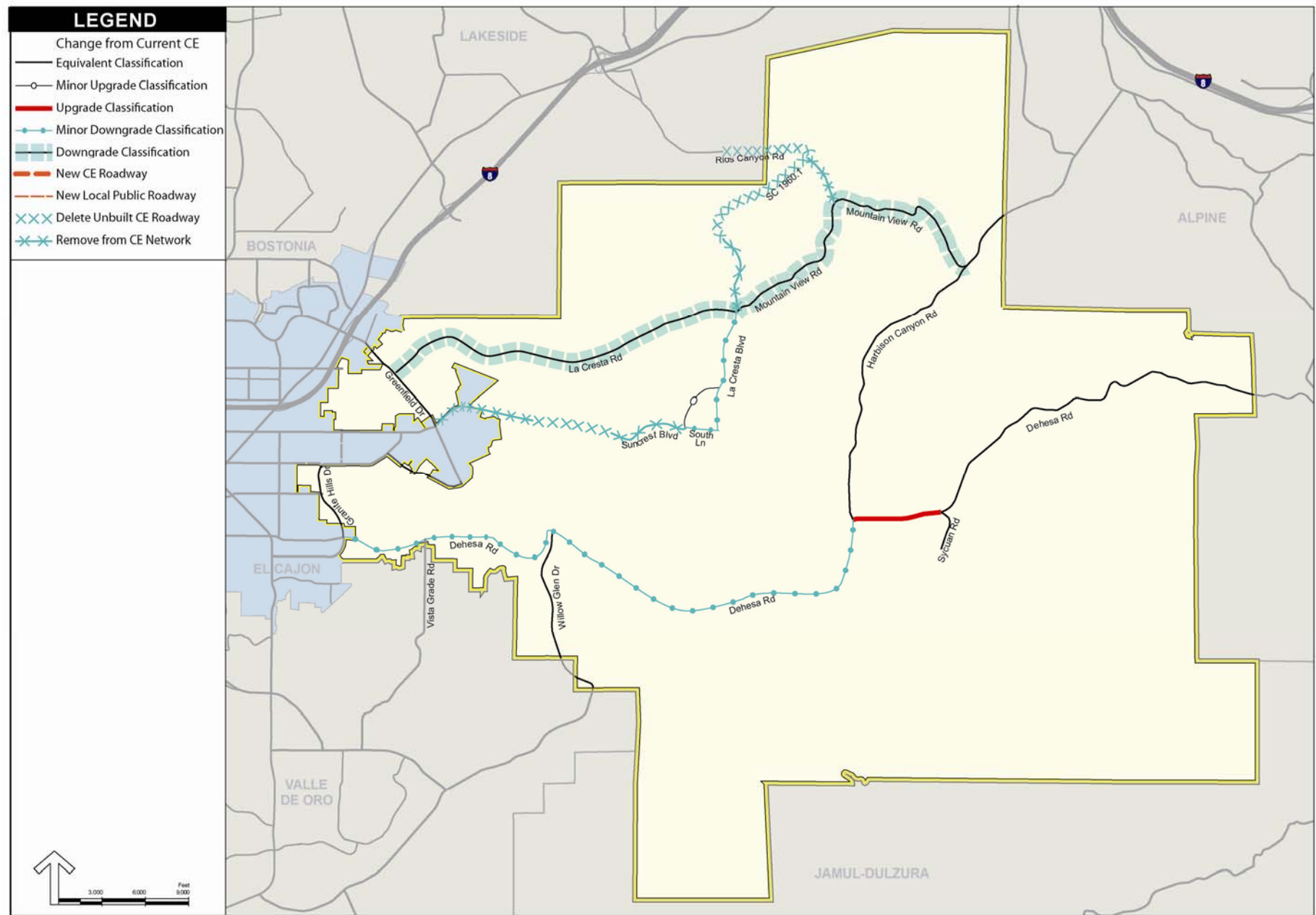
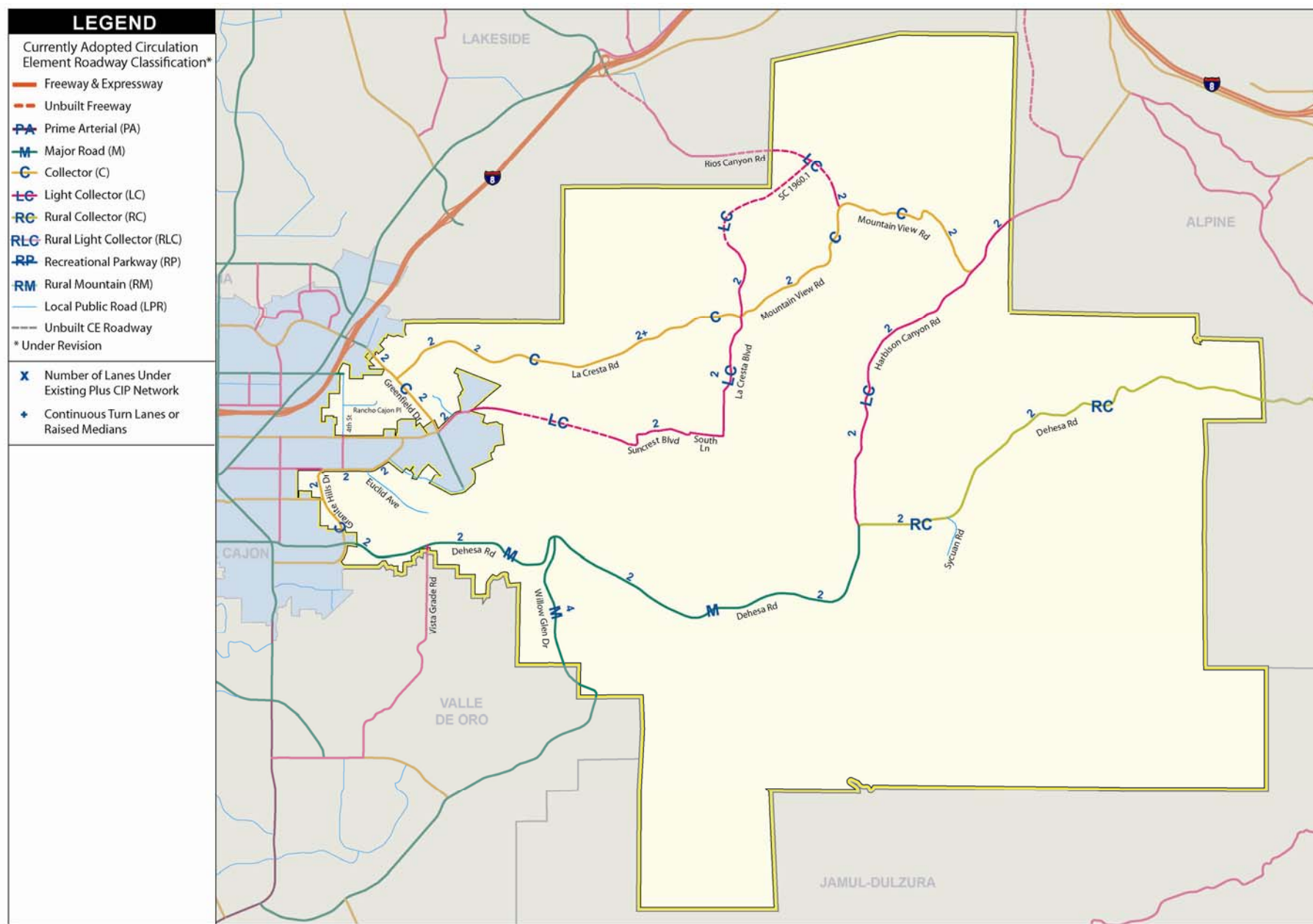


Figure CDHG-3: Changes to Current CE Network



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Figure CDHG-4: Existing Plus CIP Network

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>1 Greenfield Drive (SA 900 / SC 2031)</b> <u>Segment:</u> City of El Cajon boundary to East Madison Avenue <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes</li> </ul>
<b>2 La Cresta Road (SF 732)</b> <u>Segment:</u> Greenfield Drive to La Cresta Boulevard <u>Existing Condition:</u> 2 lanes with continuous turn lane / 2 lanes with passing lane <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.1D Community Collector with Improvement Options (2+ lanes) <i>Passing Lane</i>  <i>CPG Preference:</i> <b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2+ lanes) <i>Passing Lane</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A 2-lane with an improvement option road is sufficient to meet projected traffic volumes of 12,900 average daily trips</li> </ul>
<b>3 La Cresta Boulevard / Lake View Lane (SC 1960.1)</b> <u>Segment:</u> La Cresta Road to Rios Canyon Road <u>Existing Condition:</u> 2 lanes / unpaved <u>Current Classification:</u> Light Collector (2 lanes)	<b>Remove from CE Network</b> Retain as a Fire Access Road on the community map	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – CE road is not needed to support projected traffic volumes</li> <li><i>Maximize Traffic Movement</i> – Private road is gated at preserve boundary and therefore, does not enhance connectivity</li> <li><i>Community Preference</i> – Incorporates community preference</li> <li><i>Minimize Environmental Impacts</i> – Unpaved road alignment is within the Crest Ecological Preserve</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p><b>4 Rios Canyon Road (SA 810)</b>  <u>Segment:</u> Lakeside boundary to Mountain View Road  <u>Existing Condition:</u> Unpaved / 2 lanes  <u>Current Classification:</u> Light Collector (2 lanes)</p>	<p><b>Remove from CE Network</b>  Retain as a Fire Access Road on the community map</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – CE road is not needed to support projected traffic volumes</li> <li>• <i>Maximize Traffic Movement</i> – Private road ends at preserve boundary and therefore, does not enhance connectivity</li> <li>• <i>Community Preference</i> – Incorporates community preference (Lakeside CPG preferred a Local Public Road)</li> <li>• <i>Minimize Environmental Impacts</i> – Road alignment is within the Crest Ecological Preserve</li> </ul>
<p><b>5 Mountain View Road / Frances Drive (SF 732)</b>  <u>Segment:</u> La Cresta Boulevard to Harbison Canyon Road  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b>  2.2E Light Collector (2 lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes</li> <li>• <i>Minimize Environmental Impacts</i> – Road traverses steep topography</li> </ul>
<p><b>6A Cerro Sereno / Camino Monte Sombra / Suncrest Boulevard (SC 1960) / South Lane</b>  <u>Segment:</u> East Madison Avenue to Albatross Place  <u>Existing Condition:</u> 2 lanes / unpaved  <u>Current Classification:</u> Light Collector (2 lanes)</p>	<p><b>Remove from CE Network</b>  Retain as a Fire Access Road on the community map</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – CE road is not needed to support projected traffic volumes</li> <li>• <i>Maximize Traffic Movement</i> – Road is gated at unpaved portion and therefore, does not enhance connectivity</li> <li>• <i>Community Preference</i> – Incorporates community preference</li> </ul>



CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>6B Suncrest Boulevard</b> <u>Segment:</u> Albatross Place to La Cresta Boulevard <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Minor Upgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Maximize Traffic Movement</i> – Provides connection for potential dead-end CE road (South Lane)</li> <li>• <i>Support Land Use Goals</i> – Proposed classification reinforces character of residential neighborhood, which was developed with limited right-of-way</li> </ul>
<b>7 La Cresta Boulevard (SC 1960.1)</b> <u>Segment:</u> Suncrest Boulevard to La Cresta Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> <li>• <i>Support Land Use Goals</i> – Proposed classification reinforces character of residential neighborhood, which was developed with a limited right-of-way</li> </ul>
<b>8 Crest Drive</b> <u>Segment:</u> South Lane to Suncrest Boulevard <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> <li>• <i>Support Land Use Goals</i> – Proposed classification reinforces character of residential neighborhood, which was developed with a limited right-of-way</li> </ul>
<b>9 South Lane</b> <u>Segment:</u> Albatross Place to Crest Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> <li>• <i>Support Land Use Goals</i> – Proposed classification reinforces character of residential neighborhood, which was developed with limited right-of-way</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>10 Albatross Place</b> <u>Segment:</u> Suncrest Boulevard to South Lane <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Local Public Road	<b>Minor Upgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Maximize Traffic Movement</i> – Provides connection for potential dead-end CE road (South Lane)</li> <li>• <i>Support Land Use Goals</i> – Proposed classification reinforces character of residential neighborhood, which was developed with limited right-of-way</li> </ul>
<b>11 Harbison Canyon Road (SF 1402)</b> <u>Segment:</u> Dehesa Road to Alpine boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes</li> </ul>
<b>12 Granite Hills Drive (SC 2042)</b> <u>Segment:</u> Melody Lane to City of El Cajon boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)  <i>CPG Preference:</i> <b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes</li> </ul>
<b>13 Willow Glen Drive (SF 1397)</b> <u>Segment:</u> Dehesa Road to Camino de Las Piedras (Valle de Oro boundary) <u>Existing Condition:</u> 4 lanes with raised median / 2 lanes / 2 lanes with passing lane and median <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with existing (built) conditions in the Dehesa area; classification changes at the Valle de Oro boundary</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>14 Unbuilt Road / Sycuan Summit Drive</b> <u>Segment:</u> South Lane to Dehesa Road <u>Existing Condition:</u> Unbuilt / 2 lanes <u>Current Classification:</u> N/A	Add Fire Access Road and Local Public Road on the community map	<ul style="list-style-type: none"> <li>• <i>Maximize Traffic Movement</i> – Additional ingress/egress provides accessibility in the event of fire</li> </ul>
<b>15A Dehesa Road (SF 1401)</b> <u>Segment:</u> City of El Cajon boundary to Harbison Canyon Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes</li> </ul>
<b>15B Dehesa Road (SF 1401)</b> <u>Segment:</u> Harbison Canyon Road to Sycuan Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Upgrade Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 4-lane road is needed to meet projected traffic volumes</li> </ul>
<b>15C Dehesa Road (SF 1401)</b> <u>Segment:</u> Sycuan Road to Alpine boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – A 2-lane road is sufficient to meet projected traffic volumes</li> </ul>